APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB/BD

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: GREEN TOWNSHIP CODE # 061-31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/21/99

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574-8832 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 574-6260 E-MAIL _____

PROJECT NAME: Moonridge Dr. (North) Reconstruction

SUBDIVISION TYPE
(Check Only 1)
- __ 1.County
- __ 2.City
- X 3.Township
- __ 4.Village
- __ 5.Water/Sanitary District (Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
- X 1. Grant $ 716,240.00
- __ 2. Loan $_____
- __ 3. Loan Assistance$_____

PROJECT TYPE
(Check Largest Component)
- X 1.Road
- __ 2.Bridge/Culvert
- __ 3.Water Supply
- __ 4.Wastewater
- __ 5.Solid Waste
- __ 6.Stormwater

TOTAL PROJECT COST: $ 895,300.00 FUNDING REQUESTED: $ 716,240.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 716,240.00 LOAN ASSISTANCE: $_____

SCIP LOAN: $_____ RATE:_____% TERM:_____yrs.

RLP LOAN: $_____ RATE:_____% TERM:_____yrs.

(Check Only 1)
- X State Capital Improvement Program
- __ Local Transportation Improvements Program
- ___ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____ / C_____

Local Participation _____%

OPWC Participation _____%

Project Release Date: _____

OPWC Approval: _____

APPROVED FUNDING: $_____

Loan Interest Rate: _____%

Loan Term: _____years

Maturity Date: _____

Date Approved: _____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

		TOTAL DOLLARS	Force Account Dollars
a.)	Basic Engineering Services:	$_____.00	_____
	Preliminary Design $_____ Final Design $_____ Bidding $_____ Construction Phase $_____		
	Additional Engineering Services *Identify services and costs below.	$_____.00	_____
b.)	Acquisition Expenses: Land and/or Right of Way	$_____.00	_____
c.)	Construction Costs:	$895,300 .00	_____
d.)	Equipment Purchased Directly:	$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	$_____.00	
f.)	Construction Contingencies:	$_____.00	
g.)	TOTAL ESTIMATED COSTS:	$895,300 .00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 179,060 .00	20%
c.)	Other Public Revenues		
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER_____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 179,060 .00	20%
d.)	OPWC Funds		
	1. Grant	$ 716,240 .00	80%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC FUNDS:	$ 716,240 .00	80%
e.)	TOTAL FINANCIAL RESOURCES:	$ 895,300 .00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:_____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Moonridge Dr. (North) Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Moonridge Drive between Lawrence Road and Bridgetown Road (S.R. 264).

See attached map

PROJECT ZIP CODE: 45248

B: PROJECT COMPONENTS:

Removal of existing pavement and curb to sub-grade. Undercut and repair sub-grade. Rebuild catch basins and repair storm pipe where necessary. Rebuild pavement with 13" crushed stone, geogrid fabric, overlay with 7" asphalt, and install vertical curb. Replacement of fire hydrants.

C: PHYSICAL DIMENSIONS:

Two lanes
25' width
3420' in length

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Reconstruction to maintain present service capacity.

Road or Bridge: Current ADT 3470 Year: 99 Projected ADT: 3700 Year: 2005

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate:$_____Proposed Rate: $ _____

Stormwater: Number of households served:_____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 895,300.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ _____

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	1 /10/00	9 /30/00
4.2	Bid Advertisement and Award:	11/ 1/00	12/15/00
4.3	Construction:	3 /15/01	12/20/01
4.4	Right-of-Way/Land Acquisition:	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER: Thomas R. Maley
TITLE: Administrator
STREET: 6303 Harrison Avenue
CITY/ZIP: Cincinnati, Ohio 45247
PHONE: (513) 574 - 4848
FAX: (513) 574 - 6260
E-MAIL:

5.2 CHIEF FINANCIAL OFFICER: Stephen E. Grote
TITLE: Clerk
STREET: 6303 Harrison Avenue
CITY/ZIP: Cincinnati, Ohio 45247
PHONE: (513) 574 - 4848
FAX: (513) 574 - 6260
E-MAIL:

5.3 PROJECT MANAGER: Fred B. Schlimm, Jr.
TITLE: Supt. of Roads, Maint., Public Works
STREET: 6303 Harrison Avenue
CITY/ZIP: Cincinnati, Ohio 45247
PHONE: (513) 574 - 8832
FAX: (513) 574 - 6260
E-MAIL:

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Thomas R. Maley, Administrator
Certifying Representative (Type or Print Name and Title)

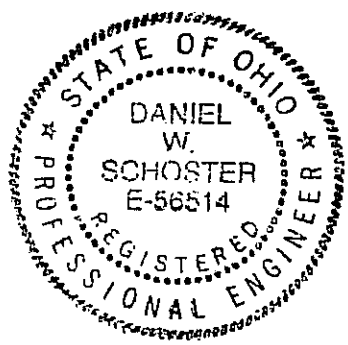
Thomas R Maley , 9-22-05
Original Signature/Date Signed

PROJECT: MOON RIDGE (3350' L X 25' W)
ENG. EST.: $895,300

DESCRIPTION	UNIT	ENGINEER'S ESTIMATE QUAN	UNIT	TOTAL
REMOVE EX. PAVEMENT (rigid incl.curb)	SY	9,300	6.00	$ 55,800.00
UNDERCUT, REMOVE & REPLACE	CY	2,000	50.00	$ 100,000.00
CURB TYPE 6	LF	6,700	10.00	$ 67,000.00
REMOVE & REPLACE CONCRETE DRIVE APRONS	SY	1,800	35.00	$ 63,000.00
REMOVE & REPLACE SIDEWALK	SF	11,600	5.00	$ 58,000.00
HANDICAP RAMPS	EA	30	500.00	$ 15,000.00
CATCH BASIN CB-3	EA	26	1,500.00	$ 39,000.00
STORM MANHOLE TYPE 3	EA	12	1,800.00	$ 21,600.00
12" RCP	LF	600	45.00	$ 27,000.00
18" RCP	LF	600	60.00	$ 36,000.00
ODOT 304 STONE	CY	2,600	40.00	$ 104,000.00
ODOT 301 ASPHALT BASE	CY	1,500	70.00	$ 105,000.00
ODOT 404 ASPHALT SURFACE	CY	500	70.00	$ 35,000.00
TENSAR GEOGRID	SY	9,300	2.00	$ 18,600.00
EMBANKMENT	CY	300	3.00	$ 900.00
EXCAVATION	CY	300	3.00	$ 900.00
TOPSOIL & SODDING	SY	2,700	5.00	$ 13,500.00
ADJUSTING EX. UTILITIES	LS	1	30,000	$ 30,000.00
WATERWORKS	LS	1	75,000	$ 75,000.00
MAINTAIN TRAFFIC	LS	1	10,000	$ 10,000.00
CONSTRUCTION LAYOUT	LS	1	20,000	$ 20,000.00
	TOTAL ESTIMATED COST			$ 895,300.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

Daniel W. Schoster, P.E.



green township

ROADS & MAINTENANCE DEPARTMENT
PARKS
6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

I Stephen E. Grote, hereby certify as Green Township Clerk, that the funds being used as the local share for the Moonridge Drive (north) Reconstruction project will be encumbered in January, 2000 and will be available July 1, 2000. These funds total twenty-percent (20%) of the estimated cost or $179,060.00.

SIGNATURE _____

TITLE Clerk

DATE 9/1/99

green township

administration offices

6303 harrison avenue · cincinnati, ohio 45247-6498 · (513) 574-4848/fax 574-6260

RESOLUTION #99-0913-C

DIRECTING ROAD SUPERINTENDENT TO APPLY FOR FINANCIAL ASSISTANCE IN 1999 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2000 Ohio Public Works Commission financial assistance through September 24, 1999; and

WHEREAS, the Superintendent of Roads and Maintenance feels the Moonridge Drive (north) Reconstruction Project will qualify for financial assistance; and

WHEREAS, the Road Superintendent prepared the following project construction cost estimate:

PROJECT NAME & STREET INCLUDED	EST. TWP. COST $	EST. GRANT COST $	EST. TOTAL COST $
Moonridge Drive (north) Reconstruction Project			
Moonridge Drive (Bridgetown Road to Lawrence Road)	179,060.00	716,240.00	895,300.00

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, Moonridge Drive is a part of the Township Road System under the jurisdiction of this Board of Trustees.

NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Superintendent of Roads and Maintenance to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of $716,240.00 for the Moonridge Drive (north) Reconstruction Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 13th day of September, 1999.

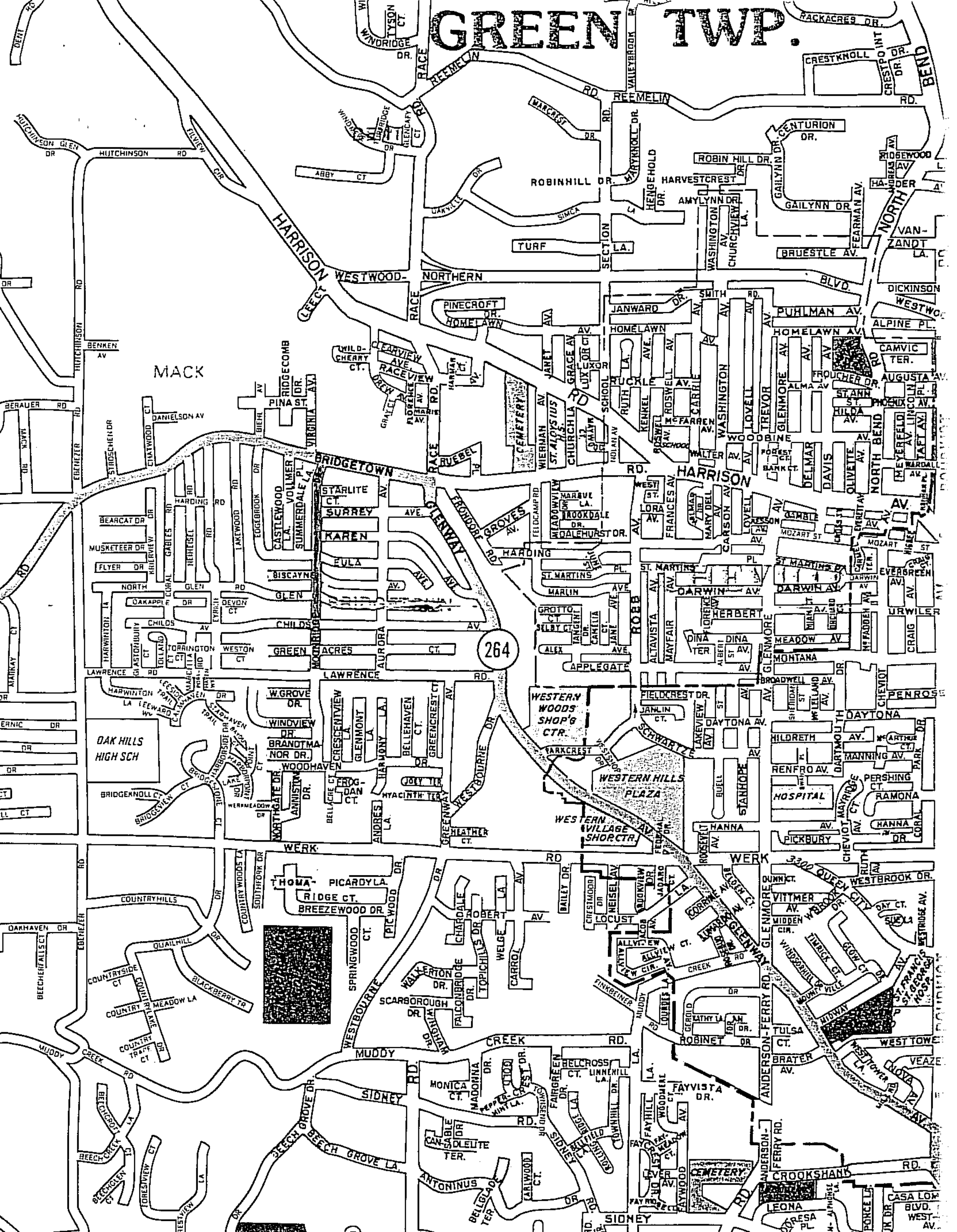
Mr. Upton Yes Mr. Proffitt Yes Mr. Seitz Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 13th day of September, 1999.

Stephen E. Grote
By: Joyce Mohaupt, Acting Clerk

Stephen E. Grote
Green Township Clerk
Hamilton County, Ohio


GREEN TWP.
MACK
264
HARRISON
WESTWOOD-NORTHERN BLVD.
BRIDGETOWN RD.
GLENWAY AV.
REEMELIN RD.
HUTCHINSON RD
RACE RD.
NORTH BEND RD.
WERK RD
MUDDY CREEK RD.
SIDNEY RD.
LAWRENCE RD
NORTH GLEN RD
CHILDS AV.
GREEN ACRES CT.
WESTBOURNE DR.
QUEEN CITY
ANDERSON-FERRY RD.
CROOKSHANK RD.
BEECH GROVE DR.
EBENEZER RD
CEMETERY
ST. ALOYSIUS H.S.
OAK HILLS HIGH SCH
WESTERN WOODS SHOP'G CTR.
WESTERN HILLS PLAZA
WESTERN VILLAGE SHOP CTR.
HOSPITAL
ST. FRANCIS ST. GEORGE HOSP.
COUNTRYHILLS
OAKHAVEN DR
QUAILHILL DR
BLACKBERRY TR
SCARBOROUGH DR.
FAYVISTA DR.
ROBINET DR
TULSA CT.
BRATER AV.
WEST TOWER
DAYTONA AV.
HILDRETH AV.
RENFRO AV.
PENROSE
CHEVIOT
GLENMORE AV.
ROBB AV.
FRANCES AV.
WASHINGTON AV.
LOVELL AV.
TREVOR AV.
DAVIS AV.
OLIVETTE AV.
HOMELAWN AV.
PUHLMAN AV.
DICKINSON
ALPINE PL.
BRUESTLE AV.
ROBINHILL DR.
HARVESTCREST
AMYLYNN DR.
GAILYNN DR.
CENTURION DR.
CRESTKNOLL DR.
RACKACRES DR.
TURF LA.
SECTION RD.
PINECROFT DR.
CLEARVIEW AVE.
RACEVIEW
HARDING
ST. MARTINS PL.
DARWIN AV.
HERBERT
MEADOW AV.
MONTANA
BROADWELL AV.
APPLEGATE
FIELDCREST DR.
SCHWARTZE AV.
HANNA
PICKBURY DR.
WESTBROOK DR.
VITTMER AV.
LOCUST
ALLVIEW CIR.
SURREY AVE.
KAREN
EULA
STARLITE CT.
SPRINGWOOD CT.
PICWOOD DR.
BREEZEWOOD DR.
ROBERT
WELGE LA.
CARROL AV.
MONICA CT.
MADONNA DR.
ANTONINUS
LEONA
CASA LOMA BLVD.

green township

administration offices

6303 harrison avenue · cincinnati, ohio 45247-6498 · (513) 574-4848/fax 574-6260

CERTIFICATION of TRAFFIC COUNT

I THOMAS R MALEY, Administrator of Green Township and Chief Executive Officer as listed in the Moonridge Drive (north) Reconstruction application for SCIP funds, hereby certifies that the traffic count provided for the section of Moonridge Drive being applied for is accurate.

Thomas R. Maley, Green Township Administrator

7-5-99

Date

Soil 1 was encountered in Borings 1 and 2 under the pavement and extending to a depth of 5 feet, where the borings were terminated. It was described as light brown sandy fat clay, and was moist in natural moisture content and stiff in consistency. Natural moisture contents of 31 and 32 percent were determined for this material. Soil 1 classified as CH according to the Unified Soil Classification System (USCS) and as A-7-5(20) according to the American Association of State Highway Transportation Officials (AASHTO) method. A liquid limit of 71 and a plasticity index of 41 were determined for Soil 1.

Soil 2 was observed in Borings 3, 4, 5, 7 and 8 beneath the pavement and extending to a depth of 5 feet, where the boring was terminated. This soil was described as sandy lean clay, which was light brown in color, moist in natural moisture content and stiff in consistency. Natural moisture contents ranged from 21 to 27 percent in this material. Soil 2 classified as CL and A-7-6(16) according to the USCS and AASHTO method, respectively. A liquid limit of 43 and a plasticity index of 26 were determined for this soil.

4. Conclusions and Recommendations

4.1. A pavement failure has occurred in the section of Moonridge Drive between Bridgetown Road and Lawrence Road. Fatigue, or "alligator" cracking, as well as joint reflection cracking can be observed by examining the existing pavement.

4.2. The existing pavement consists of asphalt pavement underlain by Portland cement concrete pavement. The average depths are 4 inches for the asphalt pavement and 7½ inches for the Portland cement concrete.

4.3. Sandy fat clay (Soil 1) or sandy lean clay (Soil 2) underlies the pavement system. Soils 1 and 2 are typically moist in natural moisture content and stiff in consistency. These soils exhibit relatively high plasticity, with plasticity indexes of 26 and 41 having been determined for Soils 1 and 2, respectively.

4.4. We recommend that the existing pavement be removed and replaced with a new pavement system. This would require the removal of all asphalt pavement and Portland cement concrete pavement. We would recommend utilizing lime subgrade stabilization techniques, since the existing subgrade material ranges from moderately plastic to highly plastic, and exhibits high natural moisture content. The new pavement section should consist of a crushed stone base and an asphalt pavement base course and surface course.

4.5. It is recommended that a CBR value of 2 for the subgrade be used in the design of a new pavement section.

4.6. All flexible pavement materials and procedures should comply with Sections 300 and 400 of the Ohio Department of Transportation's Construction and Materials Specifications, current edition.

GREEN TOWNSHIP FIRE DEPARTMENT

"MEMORANDUM"

TO: Fred Schlimm
FROM: Tom Kotte T. K.
DATE: September 20, 1999
SUBJECT: ROAD REPAIRS AND IMPROVEMENTS FOR MOONRIDGE DRIVE

==========

As you prepare for the next phases of road repairs and improvements in our township, please place Moonridge Drive (located in Green Acres subdivision) HIGH on your list. This street was built in the early 1950's. At the present time, it presents two (2) problems for department emergency vehicle response:

1. No parking fire lane signs must be staggered due to the fluctuating location of the hydrants. Fire apparatus responding south on Moonridge have a smooth flow until they approach the 3500 block of Moonridge. From this point south, the street switches its NO PARKING FIRE LANE signs to the east side of the street. As you are aware, we attempt to locate NO PARKING signs on the same side of the street as the fire hydrants. In the mid 1950's as the subdivision expanded, the developer decided to have the fire main cross over to the east side of the roadway. This prevents a smooth flow of emergency traffic when responding on Moonridge.

2. The age and location of fire hydrants will not provide the needed fire flow for these residential homes. The build-up of sediment and crustacean in the hydrant's service mains reduce the needed fire flow from the minimum 750 GPM to a maximum available flow of 500 GPM.

Thank you.

TPK:lb

OHIO TRAFFIC CRASH REPORT

OH-4 (Rev. 1/82)

LOCAL REPORT NO.	OH-2 / OH-3	REPORTING AGENCY	N.C.I.C.	ODHS USE ONLY - DO NOT MARK ABOVE	LOCAL FILE NO.
	OH-2 / OH-3	GREEN TWP POLICE	03144		7472-886

REPORT TAKEN	NO. OF VEH / PEDESTRIANS INVOLVED	CRASH SEVERITY (CHECK MOST SEVERE)	COMBINED VEH/PROP LOSS	HIT SKIP
☐ AT STATION ☒ AT SCENE	2	☐ FATAL ☐ INJURY ☒ PROPERTY DAMAGE ONLY	☒ OVER $150 ☐ UNDER $150	☐ SOLVED ☐ UNSOLVED

IN COUNTY OF	IN ☐ CITY ☐ VILLAGE ☒ TWP OF	DATE OF CRASH: M D Y	DAY	TIME: MILITARY
HAMILTON	GREEN (7)	6 16 99	WEDNESDAY	17:12

CRASH OCCURRED ON	WITHIN THE INTERSECTION OF
MOONRIDGE DR. (TWP)	BISCAYNE DR. (TWP)

IF NOT IN INTERSECTION	(LIST NEAREST INTERSECTING STREET, MILEPOST, HOUSE NO.)	CITY CODE
0 MILES: 0 FEET N W E S OF	NA	

LOG-1	LOG-2	LOC	JUR	FHE	FLT	DESC

DRIVER-PEDESTRIAN-VEHICLE SECTION

A

UNIT NO.	NO. OF OCCUPANTS	OPERATING	PARKED	DRIVERLESS	HIT & RUN	NON-CONTACT	INSURANCE CO. OR AGENT
1	1	☒	☐	☐	☐	☐	BUCKEYE INS. CO.

DRIVER-PEDESTRIAN NAME (LAST, FIRST, MI)	ADDRESS (NO., STREET, CITY, STATE, ZIP CODE)
OBERJOHANN, REBECCA M.	6429 GREENOAK DR. CINTI. OH. 45248

PHONE NO.	BIRTH DATE M D Y	AGE	SEX	SOCIAL SECURITY NO.	STATE	DRIVER'S LICENSE NO.	OCCUPATION
574-9881	8 11 82	16	F	299-86-2637	OH	RV258012	STUDENT

OWNER (IF SAME AS DRIVER, WRITE SAME)	ADDRESS	PHONE
OBERJOHANN, DIANA M.	SAME	SAME

VEH YR	MAKE	MODEL	COLOR	STYLE	STATE	LICENSE PLATE NO.	TOWING SERVICE	VEH/PED DIR
19 88	DODGE	DAYTONA	WHT	2H	OH	BDC4928	SANDERS	FROM S TO W

CIRCLE DAMAGE AREAS	DAMAGE SEVERITY	DAMAGE SCALE	VEHICLE DISPOSITION	FIRE
1 2 3 4 5 6 7 8	9 TOP 10 UNDERCAR 11 LOAD 12 TRAILER	☐ NON-FUNCTIONAL ☐ FUNCTIONAL ☒ DISABLING	☐ NONE ☐ MODERATE ☐ LIGHT ☒ HEAVY	☐ DRIVEN AWAY ☐ REMAINED AT SCENE ☒ TOWED	☒ NO FIRE ☐ FIRE DUE TO CRASH ☐ OTHER FIRE

B

UNIT NO.	NO. OF OCCUPANTS	OPERATING	PARKED	DRIVERLESS	HIT & RUN	NON-CONTACT	INSURANCE CO. OR AGENT
2	1	☒	☐	☐	☐	☐	PROGRESSIVE

DRIVER/PEDESTRIAN NAME (LAST, FIRST, MI)	ADDRESS (NO., STREET, CITY, STATE, ZIP CODE)
BIEDERMAN, MARCIA L.	3498 MOONRIDGE DR. CINTI OH. 45248

PHONE NO.	BIRTHDATE M D Y	AGE	SEX	SOCIAL SECURITY NO.	STATE	DRIVER'S LICENSE NO.	OCCUPATION
574 4329	3 05 49	50	F	294-46-5890	OH.	RV297952	BEAUTICIAN

OWNER (IF SAME AS DRIVER, WRITE SAME)	ADDRESS	PHONE
BIEDERMAN, JEROME C	SAME	SAME

VEH YR	MAKE	MODEL	COLOR	STYLE	STATE	LICENSE PLATE NO.	TOWING SERVICE	VEH/PED DIR
19 88	HONDA	ACCORD	BLK	4/S	OH	AUB2968	LAMBERTS	FROM N TO S

CIRCLE DAMAGE AREAS	DAMAGE SEVERITY	DAMAGE SCALE	VEHICLE DISPOSITION	FIRE
1 2 3 4 5 6 7 8	9 TOP 10 UNDERCAR 11 LOAD 12 TRAILER	☐ NON-FUNCTIONAL ☐ FUNCTIONAL ☒ DISABLING	☐ NONE ☐ MODERATE ☐ LIGHT ☒ HEAVY	☐ DRIVEN AWAY ☐ REMAINED AT SCENE ☒ TOWED	☒ NO FIRE ☐ FIRE DUE TO CRASH ☐ OTHER FIRE

OCCUPANT SECTION

	FROM UNIT NO.	NAME (LAST, FIRST, MI)	BIRTHDATE M D Y	AGE
C		ADDRESS	PHONE	SEX
D		NAME (LAST, FIRST, MI)	BIRTHDATE M D Y	AGE
		ADDRESS	PHONE	SEX
E		NAME (LAST, FIRST, MI)	BIRTHDATE M D Y	AGE
		ADDRESS	PHONE	SEX
F		NAME (LAST, FIRST, MI)	BIRTHDATE M D Y	AGE
		ADDRESS	PHONE	SEX

A	B	C	INJURED TAKEN TO	BY
D	E	F		
A	B	C	INJURED TAKEN TO	BY
D	E	F		

POSITION						INJURIES					
	A	B	C	D	E	F	A	B	C	D	E	F
	1	1					4	5				

1 FATAL
2 SERIOUS VISIBLE
3 MINOR VISIBLE
4 NO VISIBLE INJURY
5 NOT INJURED

P-PEDESTRIAN

RESTRAINTS						CONDITION							
	A	B	C	D	E	F		A	B	C	D	E	F
	4	4						1	1				

1 NOT USED
2 NONE AVAILABLE
3 LAP BELT USED
4 LAP/SHOULDER BELT USED
5 SHOULDER BELT USED
6 CHILD SAFETY SEAT
7 AIR BAG USED
8 USE NOT REPORTED

1 APPARENTLY NORMAL
2 SICK
3 FATIGUED
4 APPARENTLY ASLEEP
5 PHYSICAL DEFECT
6 OTHER CONDITION
7 UNKNOWN

EJECTION						ALCOHOL				DRUGS			
A	B	C	D	E	F	A TESTED		B TESTED		A TESTED		B TESTED	
1	1					1	☐ YES ☒ NO	1	☐ YES ☒ NO	1	☐ YES ☒ NO	1	☐ YES ☒ NO

1 NOT EJECTED
2 PARTIAL
3 TOTAL
4 TRAPPED INSIDE VEHICLE

1 NO ALCOHOL DETECTED
2 HBD ABILITY IMPAIRED
3 HBD ABILITY NOT IMPAIRED
4 HBD ABILITY UNKNOWN

1 NO DRUGS DETECTED
2 USING PRESCRIBED DRUG
3 USING ILLICIT DRUG

POLICE ACTION

	☐ O.R.C. ☐ CITY ORD:	OFFENSE CHARGED AND DESCRIPTION
A		F.T.Y from left Turn 4511.42
B		NOT CITED

RECEIVED CALL	DISPATCHED	ARRIVED	CLEARED	OTHER TIME	TOTAL MINUTES
17:12	17:14	17:21	18:20	0	59

DATE REPORT FILED	PHOTOS	OFFICER'S NAME	BADGE NO.	CHECKED BY
M 6 D 16 Y 99	☐ YES ☒ NO	S. CELENDER	21	

HSY 7004

REDI-LETTER

TO: JOE FROM: TERRY

SUBJECT: POTHOLE ON MOONRIDGE DATE: 7-15-97

MESSAGE:

DAVE STEVENS OF 3695 MOONRIDGE, 574-8774 CALLED TO REPORT A LARGE POTHOLE IN FRONT OF HIS HOME.

Patched
Alexander
7-15-97

SIGNED: [signature] 7-15-97

REDIFORM
4S468/4P468 POLYPAK (50 SETS) ☐ NO REPLY NECESSARY ☐ REPLY REQUESTED - USE REVERSE SIDE CARBONLESS SPEEDISET

REDI-LETTER®

TO: Fred Schlimm FROM: M. Donovan

SUBJECT: Potholes DATE: 5-22-96

MESSAGE:

Ron Weberding, 3719 Moonridge, 574-1251 is requesting that the potholes that had been patched previously at his address are looking bad and need repair.

Patched
Shelton
5-23-96
called to inform of SCIP plans. B.N.

SIGNED: Fred B. Schlimm 5-23-96

REDIFORM
4S468/4P468 POLYPAK (50 SETS) ☐ NO REPLY NECESSARY ☐ REPLY REQUESTED - USE REVERSE SIDE CARBONLESS SPEEDSET

REDI-LETTER®

TO: Fred Schlimm FROM: M. Donovan

SUBJECT: Pothole DATE: 1-23-96

MESSAGE:

Mary Jo Beckner, 3629 Moonridge Dr., 574-1618 reported there is a pothole at her address.

Patched
mwelch
1-23-96

SIGNED: Fred B. Schlimm Jr. 1-23-96

REDIFORM®
4S468/4P468 POLYPAK (50 SETS) ☐ NO REPLY NECESSARY ☐ REPLY REQUESTED - USE REVERSE SIDE CARBONLESS SPEEDISET

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X____

Fair _____ Good_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See Attachment

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__6__ weeks/(months) (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired?* Yes No (N/A)

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? (Yes) No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. __6__ weeks/(months)

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See Attachment

4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ _____ % ODOT _____ _____ % Local X 20 %

MRF _____ _____ % OWDA _____ _____ % CDBG _____ _____ %

Other _____ _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 3470 X 1.20 = 4164 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No_____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

See Attachment

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

Minimal

_____

_____

_____

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

Street Levy 1 Mill

$5 License Fee

_____

_____

PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: GREEN TOWNSHIP

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

Priority	Name of Project (*as listed on the application*)
1	Moonridge Drive (North) Reconstruction
2	Perinwood Lane & Spechtview Drive Reconstruction
3	
4	
5	

ADDITIONAL SUPPORT INFORMATION

Item 1.

The section of Moonridge Drive being applied for is over forty-five (45) years old. The original concrete pavement has failed and requires reconstruction. This conclusion has been reached not only by Township officials, but also by a geo-technical firm hired by the Township to assess the condition of the roadway and offer recommendations. In the report filed by the consultant (Fuller, Mossbarger, Scott, & May), the only recommended course of action for repairing Moonridge Drive is reconstruction. This geo-technical report has been submitted with this application. The asphalt overlay placed nearly twenty (20) years ago has failed as well. Concrete slabs have settled causing depressions in the pavement. Numerous undermined conditions are present. Nearly every concrete joint has failed resulting in heaving at these points, especially in winter, and the creation of potholes. Numerous points along the curb and gutter area of the pavement are greatly deteriorated and water flow is disrupted resulting in substantial water ponding conditions. The ride is rough year round, but gets substantially worse in the winter due to contraction of failed concrete joints.

Item 3.

At the present time, the water main that serves this street switches from the east side to the west side at North Glen Road. This condition is the source of numerous complaints and poses a hazardous condition to motorists as they have to maneuver through this intersection and negotiate their vehicles through this change in the parking pattern. This situation is exacerbated by Metro busses that travel this roadway and make frequent stops at or near this intersection. Large fire apparatus and ambulances have an especially difficult time getting through this area (as evidenced by the enclosed letter from our Assistant Fire Chief) as do the Metro busses and the many school busses that use this street. To correct this problem we will relocate fire hydrants so that all hydrants are located on the same side of the street, eliminating this switch over condition.

Our work in relocating the fire hydrants will also increase safety factors on this street when we replace the lines that connect these hydrants to the main. The service mains connecting the fire hydrants to the water main itself are forty-five plus years old. Over time the build up of sediment caused by deterioration of these lines has reduced fire fighting water flow in them by a third, from the required 750 GPM down to 500 GPM. This is noted in the letter from our Assistant Fire Chief as well.

Another condition that will be corrected by reconstructing Moonridge Drive is the potentially hazardous condition that exists at the intersection of Biscayne Avenue caused by a "hump" in the grade of the roadway at this point. Low profile vehicles have a difficult time seeing oncoming traffic as they prepare to turn from northbound Moonridge onto westbound Biscayne as a result of this "hump". As recently as June 1999, this condition contributed to a vehicular accident at this intersection (see enclosed accident report). During the course of reconstructing Moonridge, we will reduce the rise in the grade of the pavement at this intersection to improve this condition.

Finally, by reconstructing the pavement on Moonridge, areas where water ponds contributing to hydroplaning and icing conditions will be eliminated.

Item 3.

Moonridge Drive is the main arterial feeder street for the Green Acres subdivision, one of nearly two dozen streets. Moonridge Drive connects a county roadway (Lawrence Road) with a state highway (S.R. 264 – Bridgetown Road). It serves as a bus route for both Queen City Metro and local school busses. There are five schools within less than a mile of Moonridge whose busses travel this street as they collect students from this neighborhood (Oak Hills High School, Bridgetown Middle School, Oakdale and Dulles Elementary Schools, and the Margaret Rost School for the Mentally Handicapped). In addition, two parochial schools that do not provide bus service (St. Jude and St. Al's). We have seen traffic counts increase significantly on this street as traffic back-ups at the intersection of Bridgetown Road, Ebenezer Road, and Taylor Road, the Five-Points Intersection, worsen. Moonridge is the easiest means of getting around this intersection due to the four-way Stop present at Lawrence Road. The other two streets that travel from Bridgetown to Lawrence do not have four-way Stop intersections and visibility problems are present where they intersect Lawrence as well.

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: ~~Moonridge~~ Orion Township

NAME OF PROJECT: Orion Township

SCIP	*LTIP*
FIELD SCORE: ~~335~~ 340	*FIELD SCORE:* ~~197~~ 207
APPEAL SCORE: _____	*APPEAL SCORE:* _____
FINAL SCORE: _____	*FINAL SCORE:* _____

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

some critical
some poor
avg - very poor

SCIP 20 X 5 = 100
LTIP 20 X 1 = 20

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

parking - What's the difference which side of street

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

What hump?

SCIP 15 ~~10~~ X 1 = ~~10~~ 15
LTIP 15 ~~10~~ X 4 = ~~40~~ 60

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

what hump?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

Icing

SCIP 0 ~~10~~ X 1 = ~~10~~ 0
LTIP 0 ~~10~~ X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75
LTIP 25 X 1 = 25

195
85

5) Will the completed project generate user fees or assessments?

10 – No
0 - Yes

SCIP 10 X 5 = 50

LTIP 10 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 0 X 0 = 0

LTIP 0 X 4 = ~~4~~ 0

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

20%

SCIP 4 X 5 = 20

LTIP 4 X 1 = 4

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

0

SCIP 0 X 2 = 0

LTIP 0 X 5 = 0

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 2 X 0 = 0

LTIP 2 X 10 = 20

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25

LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

95
53

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

bus route

SCIP 4 x 0 = 0
LTIP 4 x 1 = 4

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 6 x 2 = 12
LTIP 6 x 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

SCIP 0 x 2 = 0
LTIP 0 x 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

AIA

SCIP 4 x 2 = 8
LTIP 4 x 5 = 20

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above ←
3 - One of the above
0 - None of the above

SCIP 5 x 5 = 25
LTIP 5 x 5 = 25

45
47

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.